BookletChart™

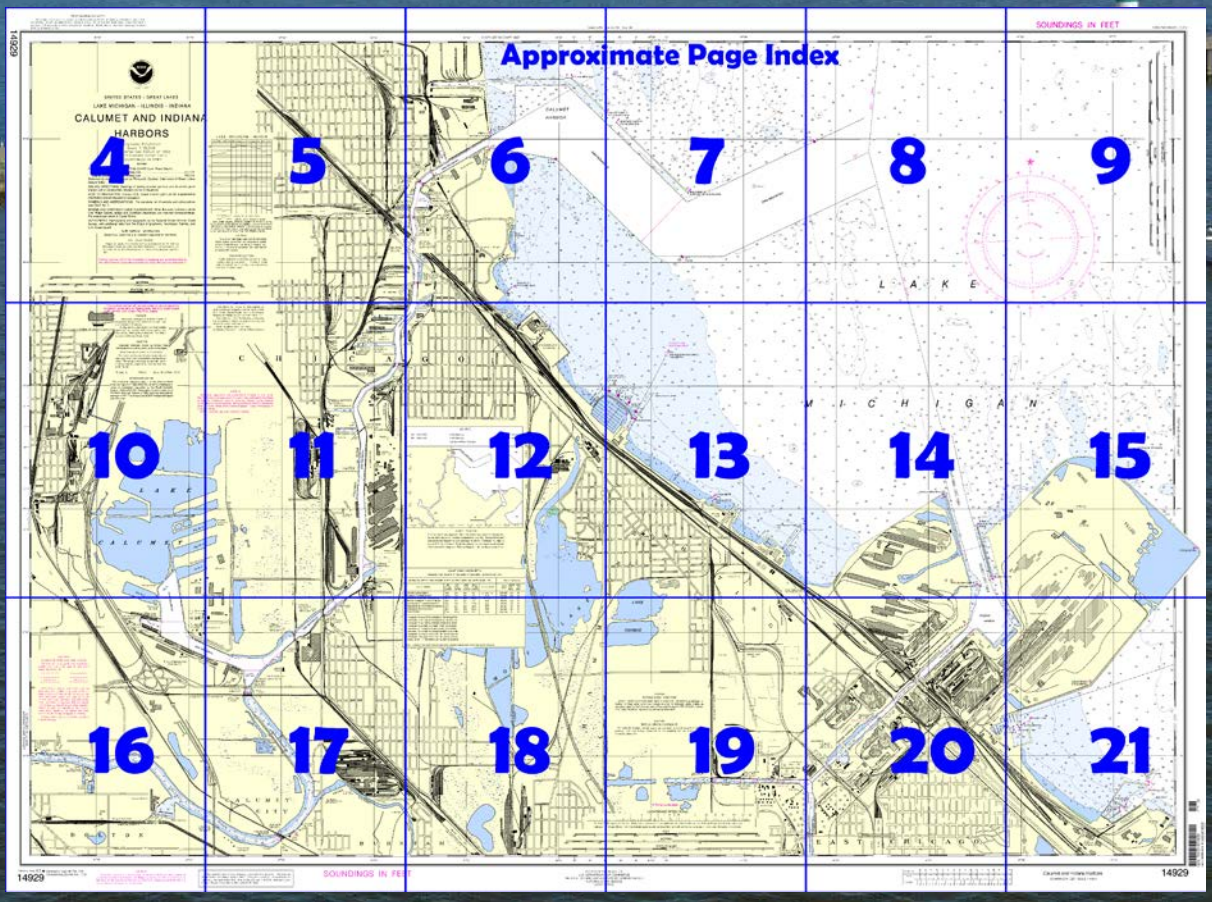
Calumet and Indiana Harbors

NOAA Chart 14929

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

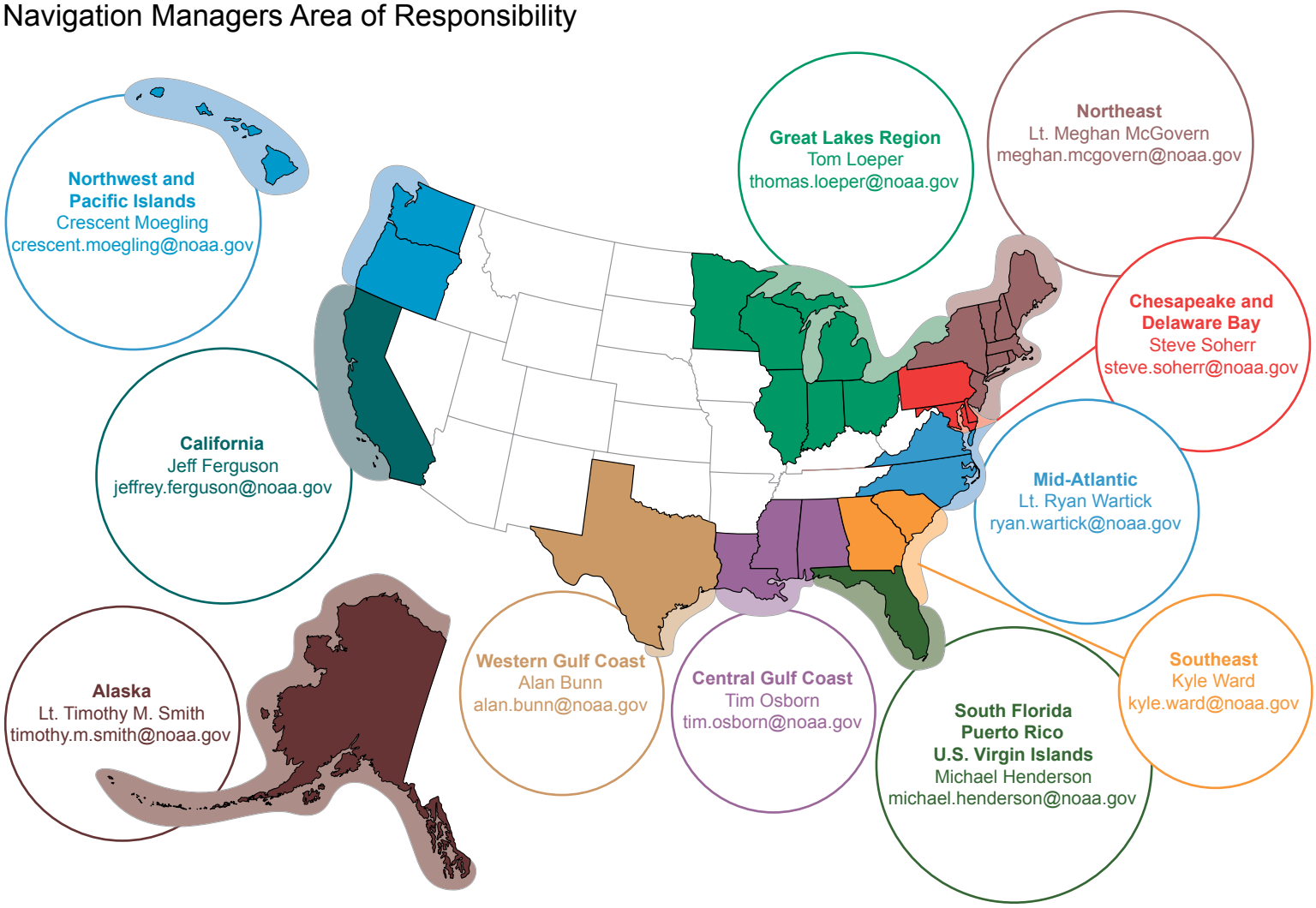
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14929.

(Selected Excerpts from Coast Pilot)
From Gary Harbor to Wilmette, IL, 36 miles northwest, the southwest shore of Lake Michigan is developed with extensive private commercial facilities, public utilities, marinas, and yacht clubs.
Buffington Harbor, a private harbor owned by the Carmeuse Lime Company, is about 3 miles southeast of Indiana Harbor and 4.5 miles northwest of Gary Harbor. The harbor is built in the lake in front of the company's plant on bulkheaded and filled land that extends 2,400 to 2,900 feet beyond the natural shoreline.
Channels.–The harbor basin is protected on the west and north sides by a breakwater that extends from the shore west of the wharf; the wharf forms the east side of the basin. The outer end of the breakwater is marked by a private light; a wave gauge is about 500 feet north of the light. The basin has been dredged to 26 feet, but the depths gradually decrease to about 12 feet along the breakwater on the west side of the harbor. A breakwater extends from the west breakwater and from the south shore of the harbor forming a protected inner basin at the southwest corner of the harbor.
From the northeast end of the wharf, the entire shoreline for about 4.5 miles southeast to Gary Harbor has been bulkheaded and filled.
The wharf on the east side of the basin provides 2,128 feet of berthing space with dolphins and a deck height of 8 feet. The reported depth alongside is 20 to 28 feet. There is open storage for about 1¼ million tons of material, and a retractable conveyor can load vessels with slag at 1,000 tons per hour. Limestone, bauxite, cement clinker, and bulk materials are received, and slag and miscellaneous bulk materials are shipped.
Towage.–Tugs are available from Calumet (South Chicago) Harbor. (See Towage under Calumet (South Chicago.) Harbor.)
Indiana Shoals, an extensive bank in the approaches to Indiana Harbor and Calumet Harbor, extends about 5 miles northeast from the outer end of the fill area which forms the east side of the entrance to Indiana Harbor. The bank has several ridges with depths of 15 to 18 feet near its inner end, and has depths of 22 to 30 feet near its outer end. A lighted gong buoy marks the east side of the bank.
A wreck covered 25 feet, is north of Indiana Shoals in about 41°46'05"N., 87°23'30"W. The wreck is marked on the west side by a buoy.
Indiana Harbor, an artificial harbor at **East Chicago**, IN is about 3 miles northwest of Buffington Harbor and 6 miles southeast of Calumet Harbor. The harbor has an outer basin which is entered from north and is enclosed by bulkheaded fill areas that extend 2.6 miles northeast from the natural shoreline. The outer corners of the bulkheads are marked by private lights. The inner harbor is formed by a dredged canal that extends southwest from the outer basin into the shoreline.
Indiana Harbor East Breakwater Light (41°40'51"N., 87°26'28"W.), 78 feet above the water, is shown from a square tower on the east side of the entrance channel. A seasonal sound signal at the light is activated by keying the microphone five times on VHF-FM channel 79.
Channels.–The dredged entrance channel leads south-southeast from deep water in Lake Michigan between breakwaters to an outer harbor basin. The entrance channel is marked by lights on the outer and inner ends of the breakwaters. From the outer harbor basin, a canal entrance channel extends southwest to **Indiana Harbor Canal,** which continues southwest for 1.4 miles to a turning basin at **The Forks.** The entrance to the canal is marked by lights. The channel width in the canal is restricted by the clear width of the bridge span openings of 61.7 feet. From The Forks, **Calumet River Branch** extends S for about 0.4 mile to just below Columbus Drive bridge, and **Lake George Branch** extends west for about 0.6 mile.
A Federal project provides for a depth of 29 to 28 feet in the entrance channel and outer harbor basin, thence 27 feet from the basin to the first set of railroad bridges crossing Indiana Harbor Canal, thence 22 feet in the remainder of the project. (See Notice to Mariners and latest editions of charts for controlling depths.)
Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

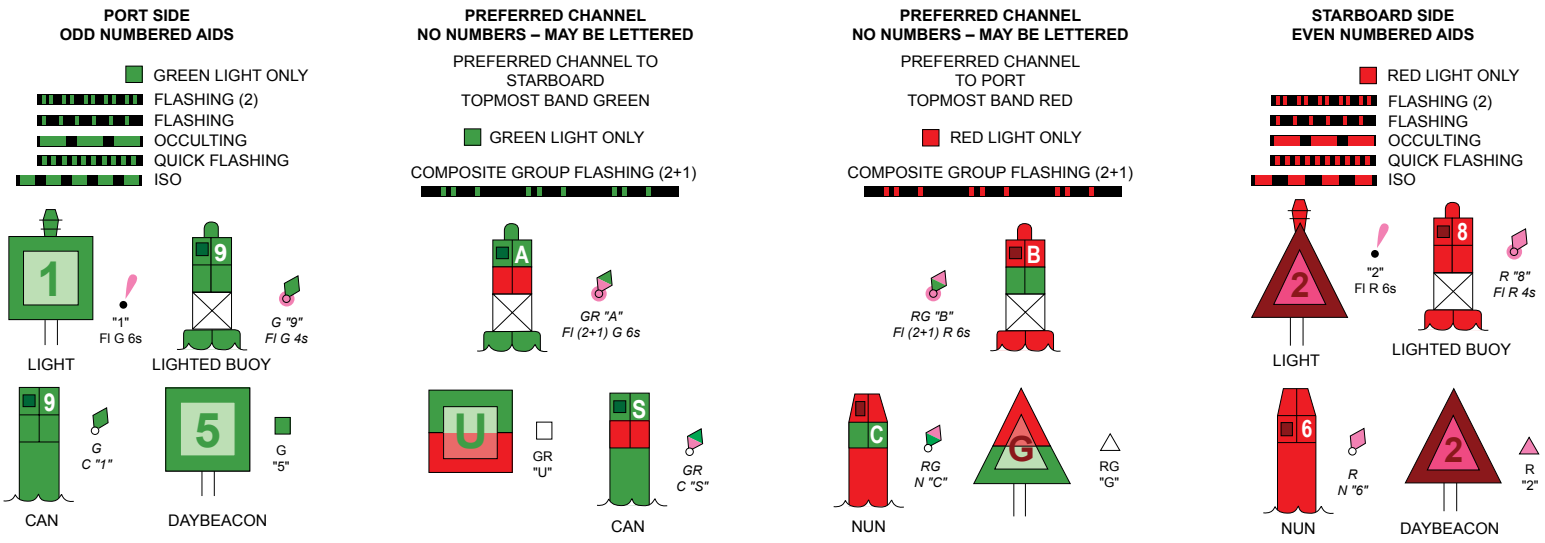


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

14929

36'

87°35'

41°44'

43'

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - ILLINOIS - INDIANA

CALUMET AND INDIANA HARBORS

Polyconic Projection
Scale 1:15,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)
Depths lakeward of the controlling lock.....577.5 ft.
Depths landward of the controlling lock.....576.9 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 0 for important supplemental information.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

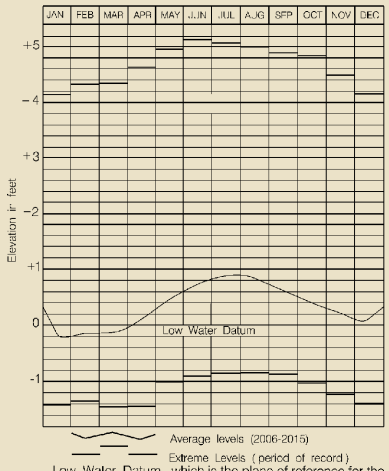
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LAKE MICHIGAN - HURON



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

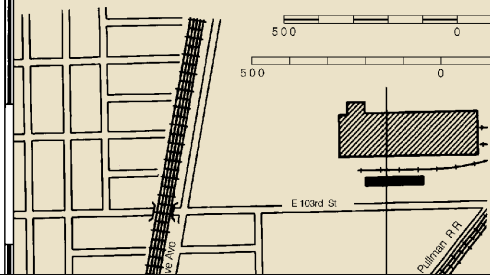
SCALE 1:15,000

Nautical Miles
½ 0 ½ 1

Statute Miles
½ 0 ½ 1

Yards
500 0 500 1000 1500

Meters
500 0 500 1000 1500



CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Joins page 10

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

4

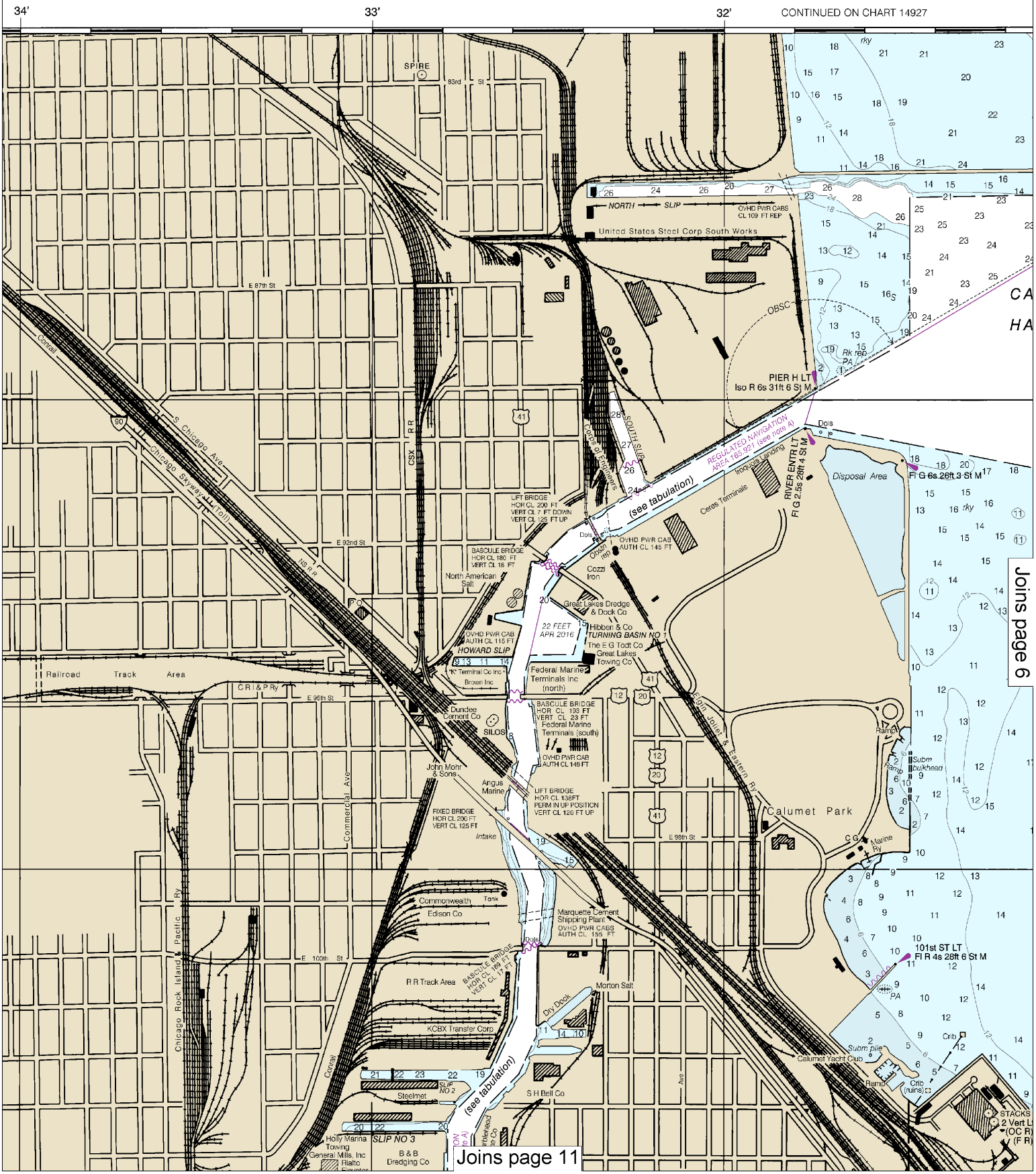
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

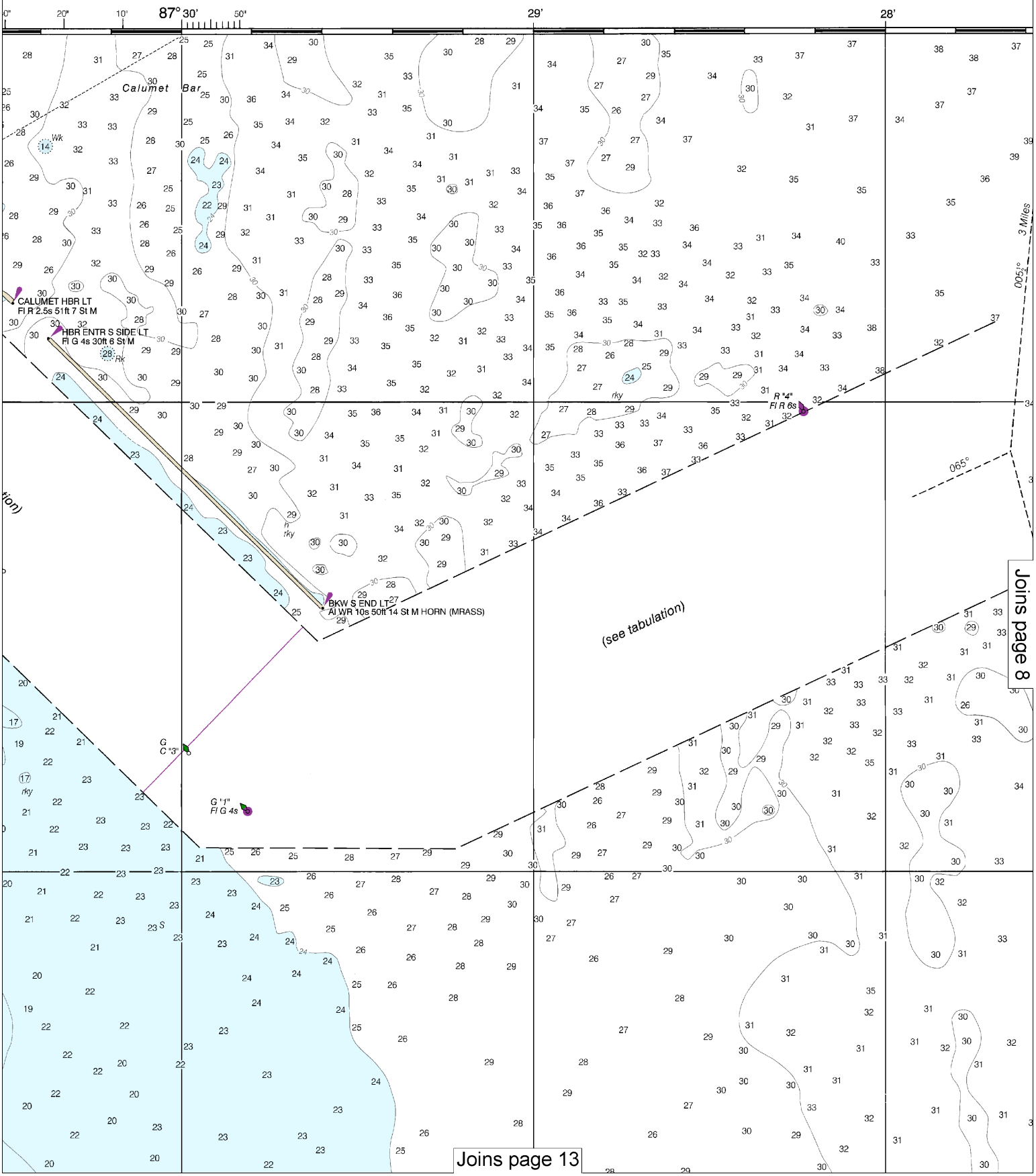
Nautical Miles

0 1

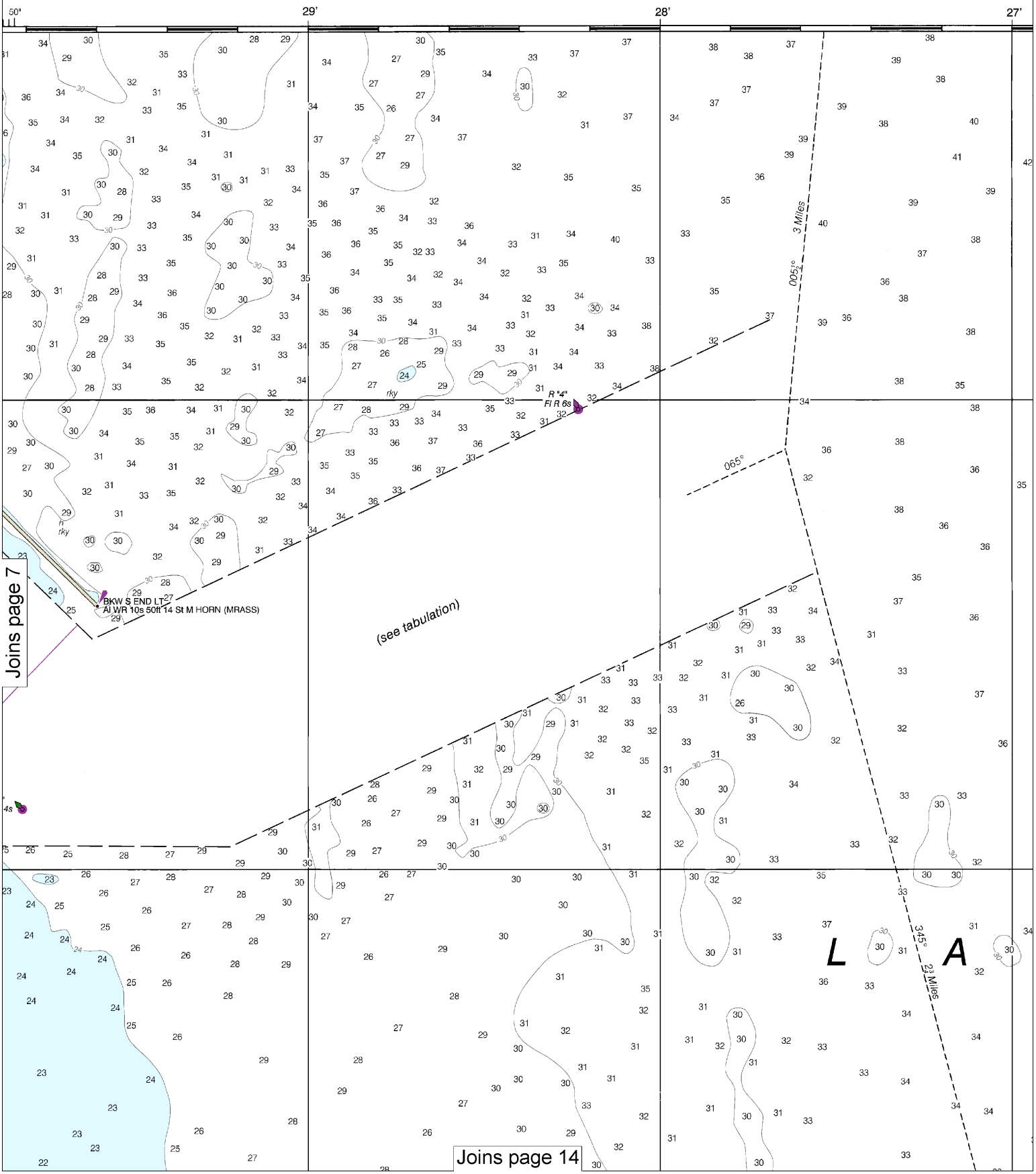
Yards

500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.



26th Ed., Dec. 2016. Last Correction: 12/9/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

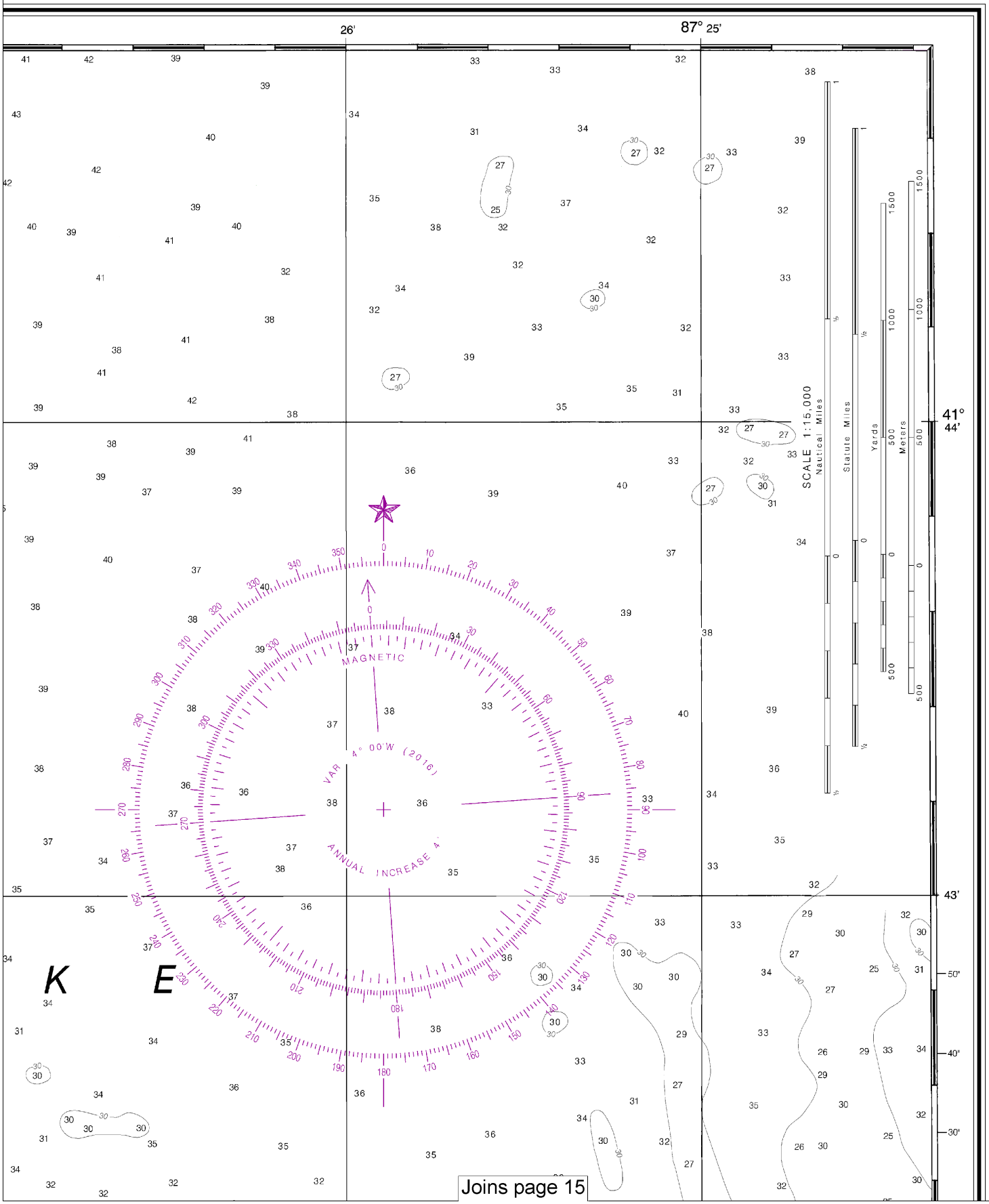
0 1

Yards

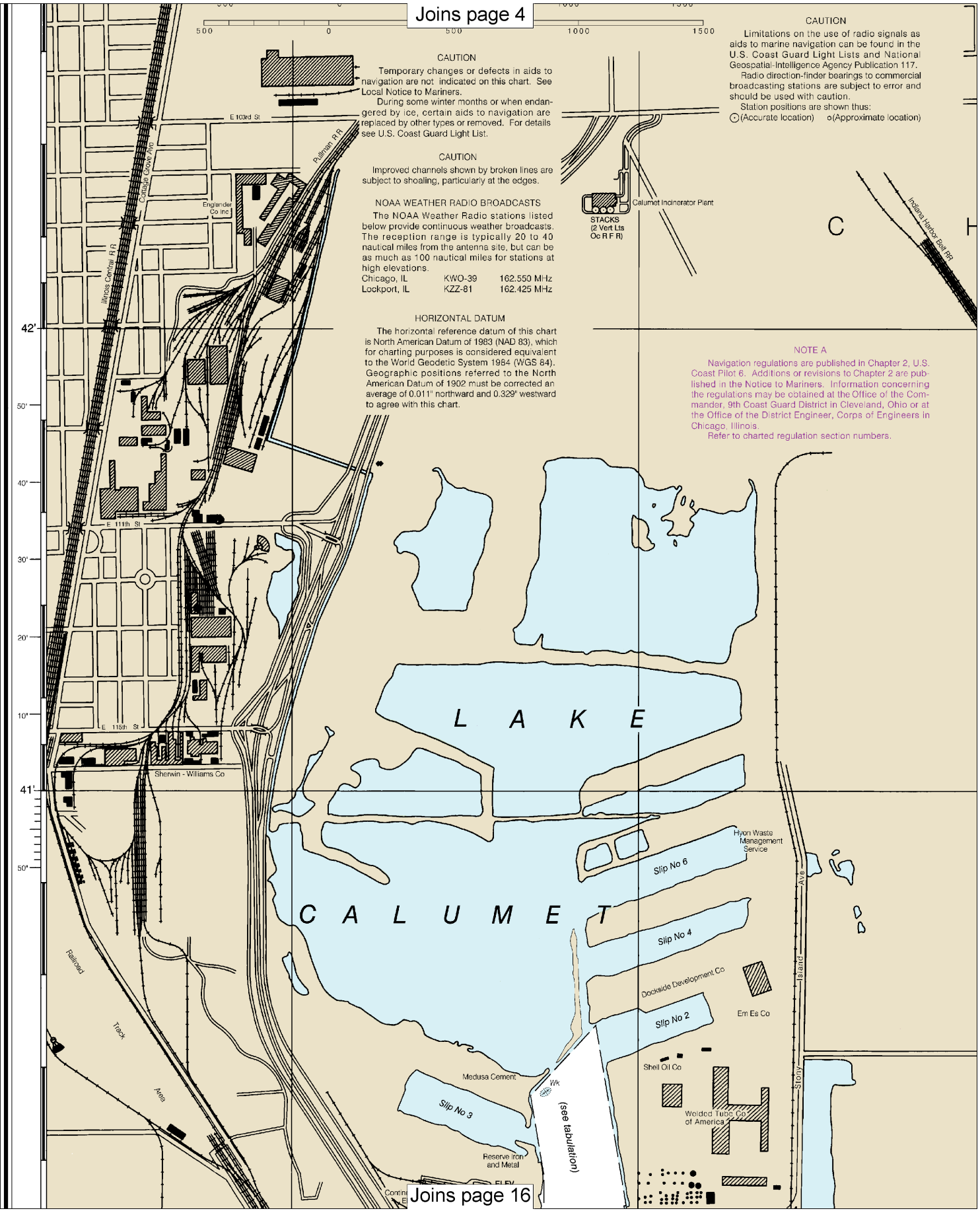
500 0 500 1000 1500

See Note on page 5.

SOUNDINGS IN FEET



Joins page 4



Joins page 16

Note: Chart grid lines are aligned with true north.

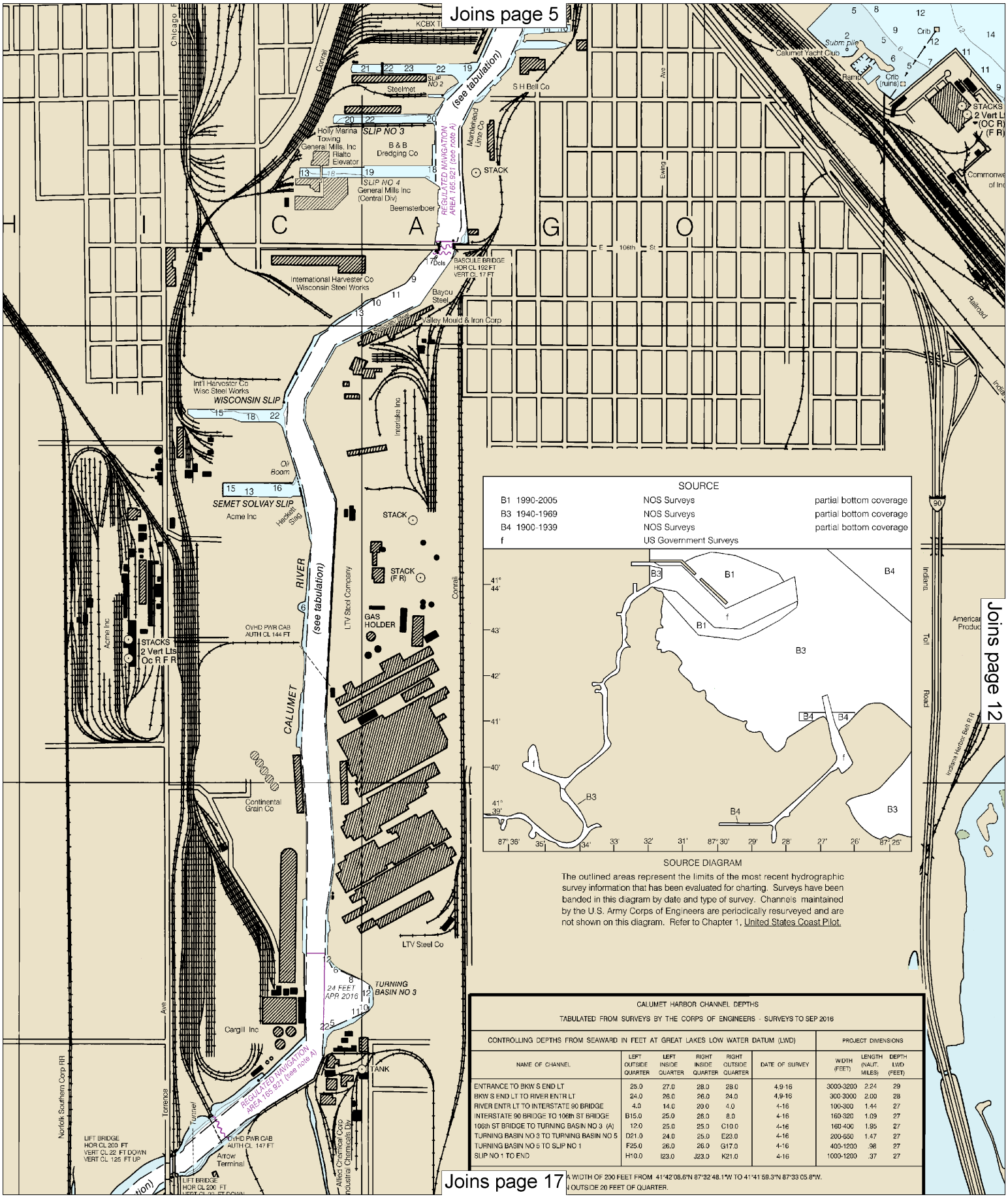
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.

Joins page 5



SOURCE

B1 1990-2005	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
f	US Government Surveys	

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CALUMET HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2016

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO BKW S END LT	25.0	27.0	28.0	28.0	4-9-16	3000-3200	2.24	29
BKW S END LT TO RIVER ENTR LT	24.0	26.0	26.0	24.0	4-9-16	300-3000	2.00	28
RIVER ENTR LT TO INTERSTATE 90 BRIDGE	4.0	14.0	20.0	4.0	4-16	100-300	1.44	27
INTERSTATE 90 BRIDGE TO 106th ST BRIDGE	B15.0	25.0	26.0	8.0	4-16	160-320	1.09	27
106th ST BRIDGE TO TURNING BASIN NO 3 (A)	12.0	25.0	25.0	C10.0	4-16	160-400	1.95	27
TURNING BASIN NO 3 TO TURNING BASIN NO 5	D21.0	24.0	25.0	E23.0	4-16	200-650	1.47	27
TURNING BASIN NO 5 TO SLIP NO 1	F25.0	26.0	26.0	G17.0	4-16	400-1200	.98	27
SLIP NO 1 TO END	H10.0	I23.0	J23.0	K21.0	4-16	1000-1200	.37	27

A WIDTH OF 200 FEET FROM 41°42'08.6"N 87°32'48.1"W TO 41°41'59.3"N 87°33'05.8"W.
N OUTSIDE 20 FEET OF QUARTER.

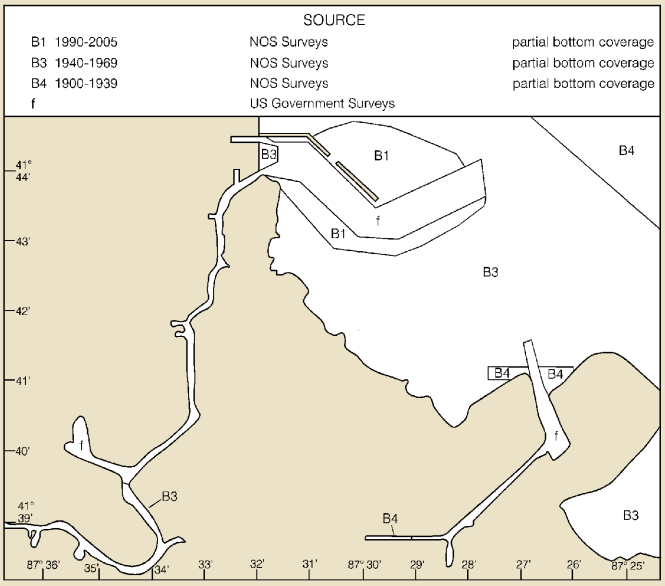
Joins page 17

Joins page 12

Joins page 6

Joins page 11

Joins page 18



SOURCE DIAGRAM

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SLIP NO 1 TO END	H10.0	I23.0	J23.0	K21.0	4-16	1000-1200	.37	27

A. USACE ONLY MAINTAINS A WIDTH OF 200 FEET FROM 4
B. SHOALING TO 8.0 FEET IN OUTSIDE 20 FEET OF QUARTE

7°33 05.8"W.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

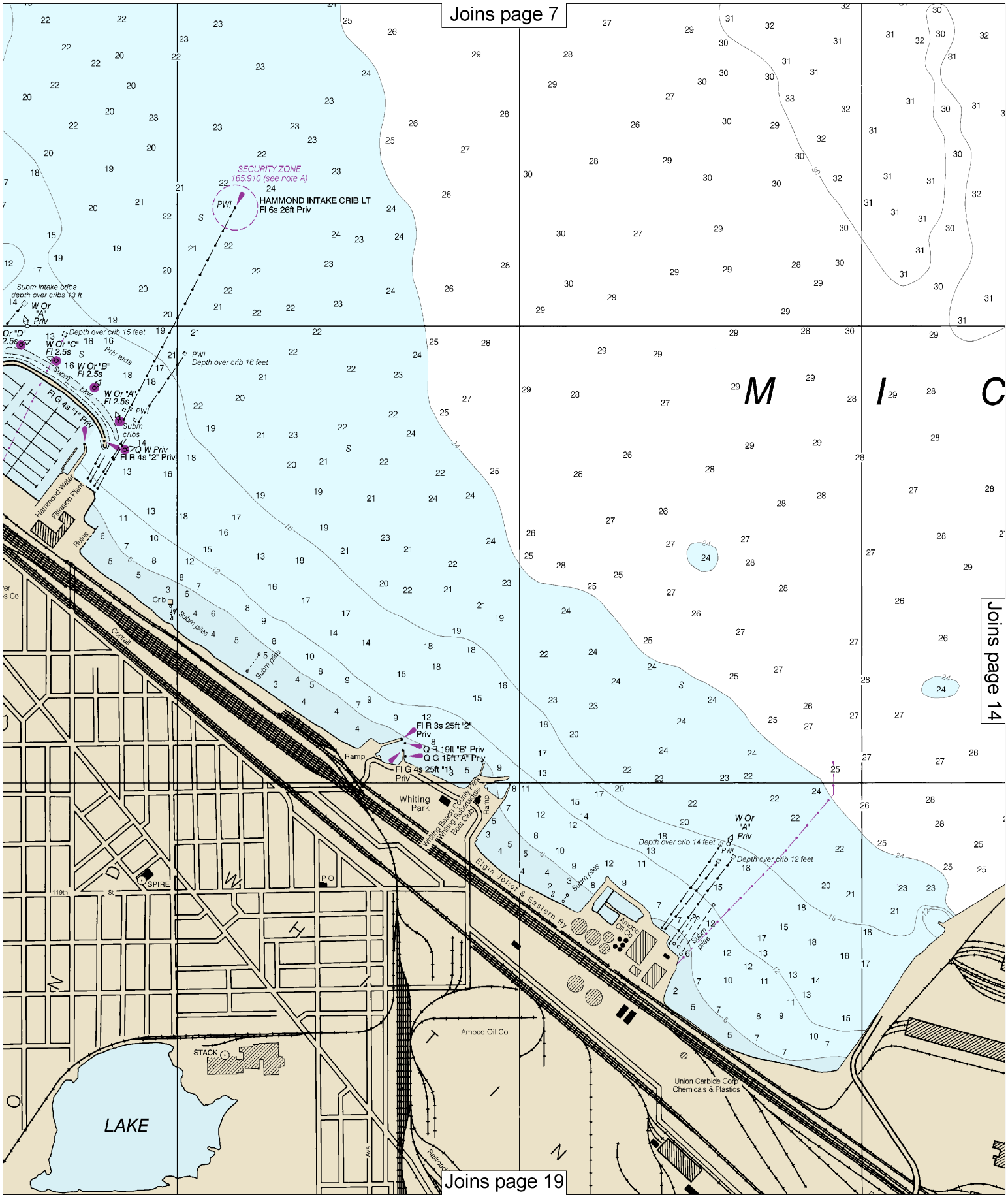
See Note on page 5.

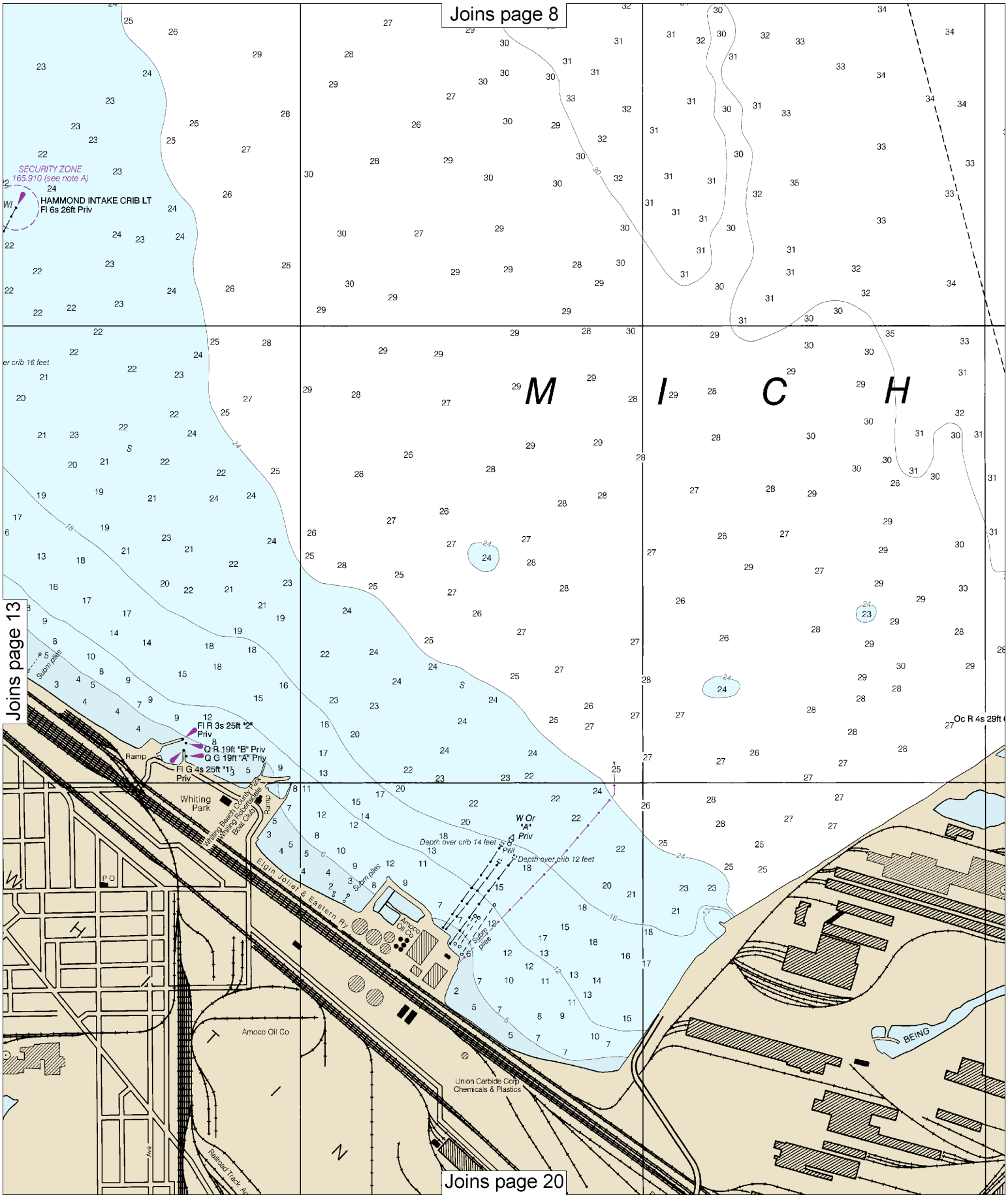
Nautical Miles

0 1

Yards

500 0 500 1000 1500


Joins page 7
SECURITY ZONE
165.910 (see note A)
HAMMOND INTAKE CRIB LT
Fl 6s 26ft Priv
PWI
Subm intake cribs
depth over cribs 13 ft
W Or "A" Priv
Depth over crib 15 feet
W Or "C" Fl 2.5s
W Or "B" Fl 2.5s
W Or "A" Fl 2.5s
Fl G 4s "1" Priv
Subm cribs
Q W Priv
Fl R 4s "2" Priv
Depth over crib 16 feet
Hammond Water Filtration Plant
Ruins
Crib
Subm piles
Conrail
Fl R 3s 25ft "2" Priv
Q R 19ft "B" Priv
Q G 19ft "A" Priv
Fl G 4s 25ft "1" Priv
Ramp
Whiting Park
Whiting Beach Comm Park
Whiting Robesdale Boat Club
Elgin, Joliet & Eastern Ry
Depth over crib 14 feet
Depth over crib 12 feet
Amoco Oil Co
Union Carbide Corp
Chemicals & Plastics
SPIRE
P O
119th St
STACK
LAKE
Railroad
Ave
M I C
Joins page 14
Joins page 19



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

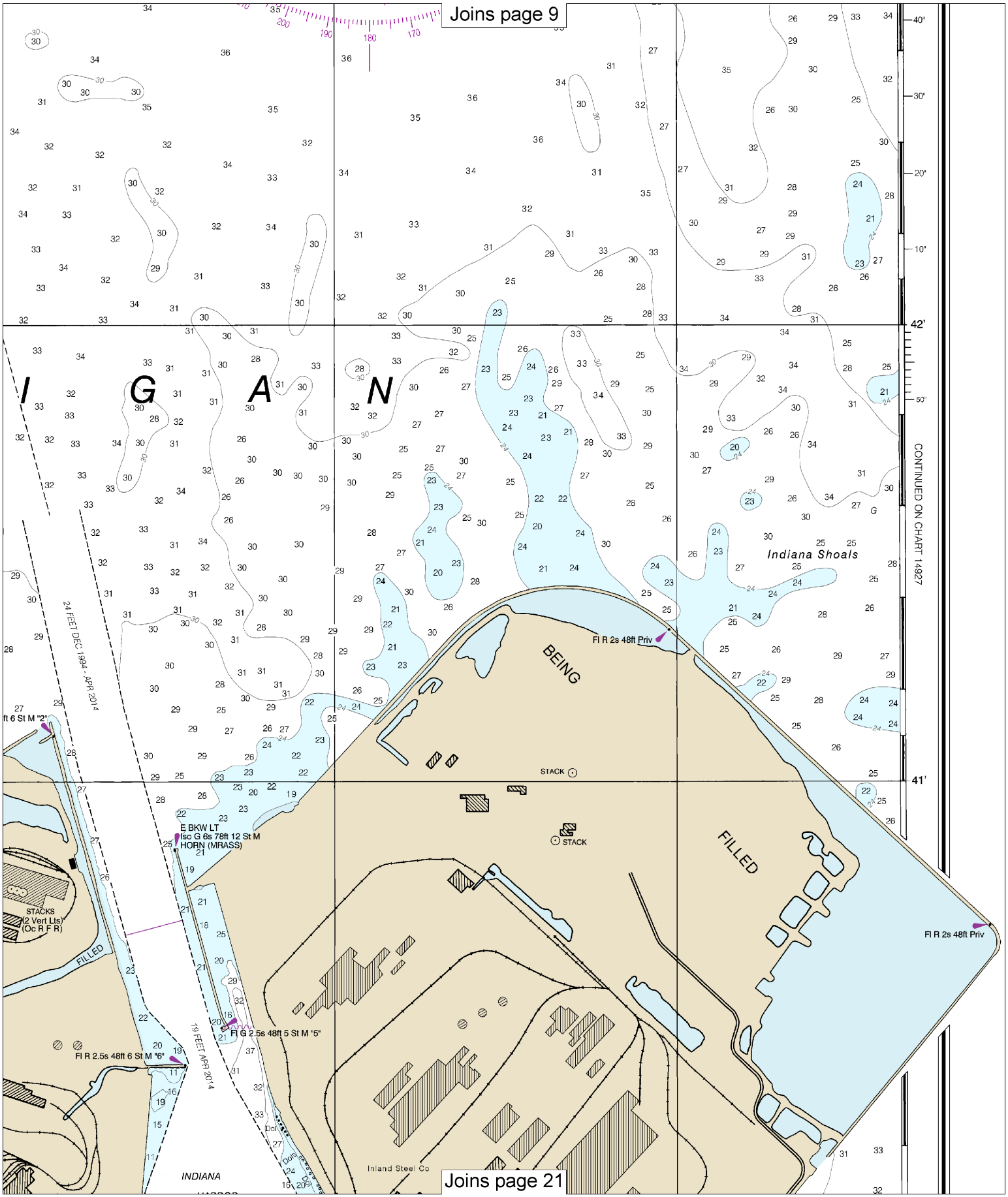
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
I G A N
Indiana Shoals
CONTINUED ON CHART 14927
42'
41'
Fl R 2s 48ft Priv
BEING
STACK
STACK
FILLED
FILLED
E BKW LT
Iso G 6s 78ft 12 St M
HORN (MRASS)
STACKS
(2 Vert Lts)
(Oc R F R)
Fl G 2.5s 48ft 5 St M "5"
Fl R 2.5s 48ft 6 St M "6"
24 FEET DEC 1994 - APR 2014
19 FEET APR 2014
Inland Steel Co
INDIANA
Joins page 21

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at http://www.nauticalcharts.noaa.gov/staff/con

14929

26th Ed., Dec. 2016. Last Correction: 12/9/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

Joins page 11

NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	PROJECT DIMENSIONS WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ENTRANCE TO BKW S END LT	25.0	27.0	28.0	28.0	4-9-16	3000-3200	2.24	29
BKW S END LT TO RIVER ENTR LT	24.0	26.0	26.0	24.0	4-9-16	300-3000	2.00	28
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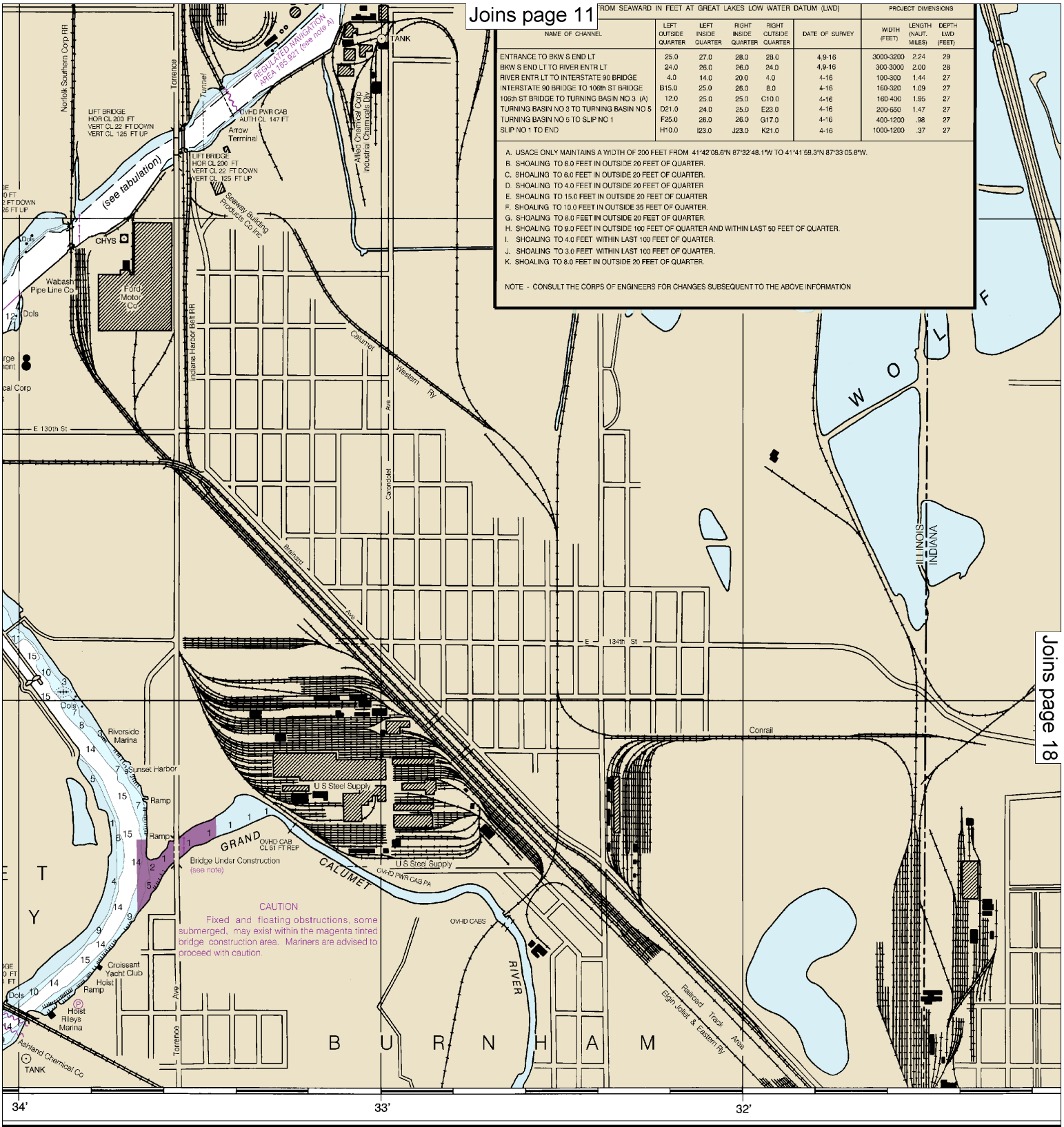
TURNING BASIN NO 5 TO SLIP NO 1	F25.0	26.0	26.0	G17.0	4-16	400-1200	.98	27
SLIP NO 1 TO END	H10.0	I23.0	J23.0	K21.0	4-16	1000-1200	.37	27

A. USACE ONLY MAINTAINS A WIDTH OF 200 FEET FROM 41°42'08.6"N 87°32'48.1"W TO 41°41'59.3"N 87°33'05.8"W.
B. SHOALING TO 8.0 FEET IN OUTSIDE 20 FEET OF QUARTER.
C. SHOALING TO 6.0 FEET IN OUTSIDE 20 FEET OF QUARTER.
D. SHOALING TO 4.0 FEET IN OUTSIDE 20 FEET OF QUARTER.
E. SHOALING TO 15.0 FEET IN OUTSIDE 20 FEET OF QUARTER.
F. SHOALING TO 10.0 FEET IN OUTSIDE 35 FEET OF QUARTER.
G. SHOALING TO 8.0 FEET IN OUTSIDE 20 FEET OF QUARTER.
H. SHOALING TO 9.0 FEET IN OUTSIDE 100 FEET OF QUARTER AND WITHIN LAST 50 FEET OF QUARTER.
I. SHOALING TO 4.0 FEET WITHIN LAST 100 FEET OF QUARTER.
J. SHOALING TO 3.0 FEET WITHIN LAST 100 FEET OF QUARTER.
K. SHOALING TO 8.0 FEET IN OUTSIDE 20 FEET OF QUARTER.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 18

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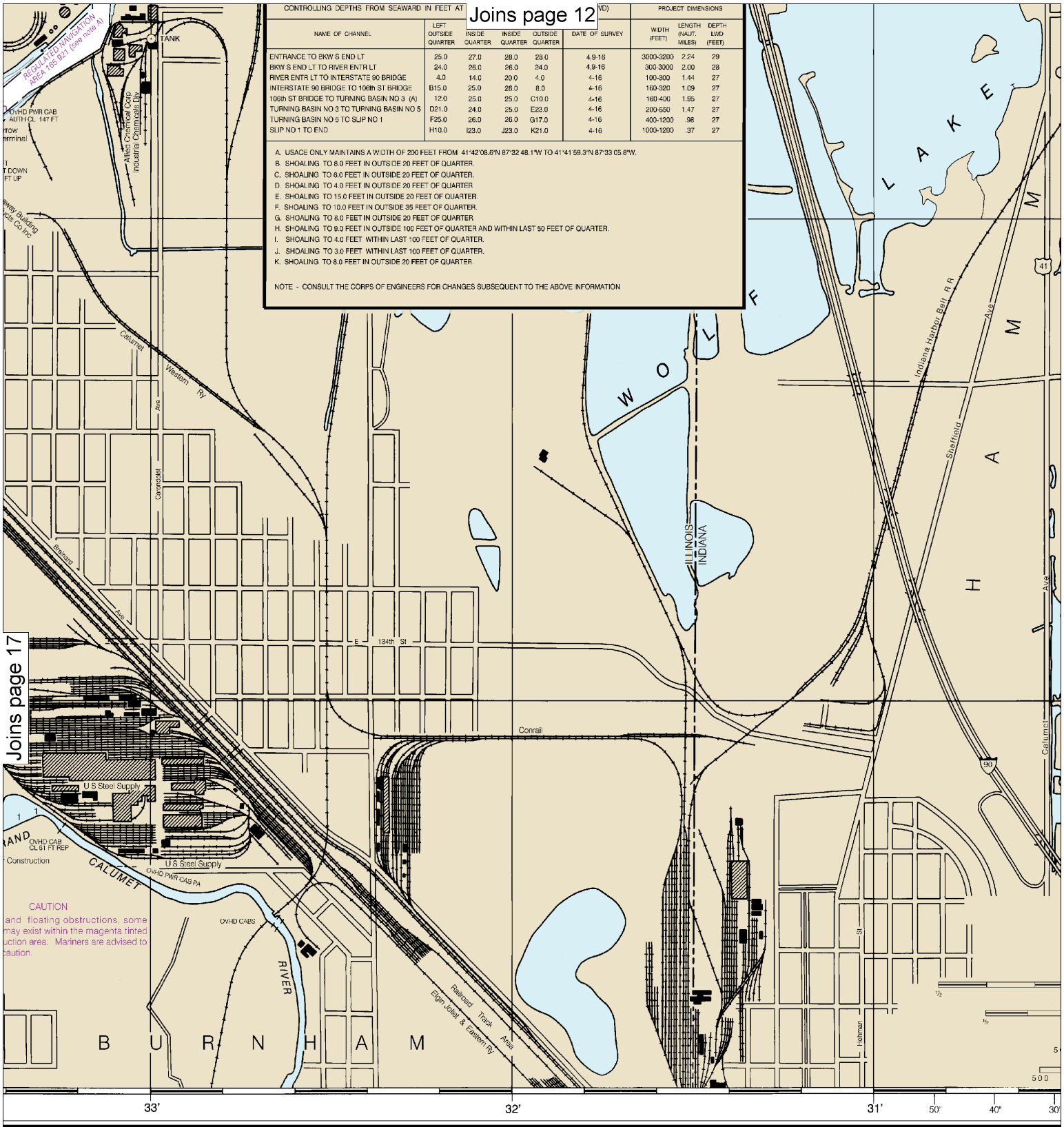
SOUNDINGS IN FEET



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Note: Chart grid lines are aligned with true north.

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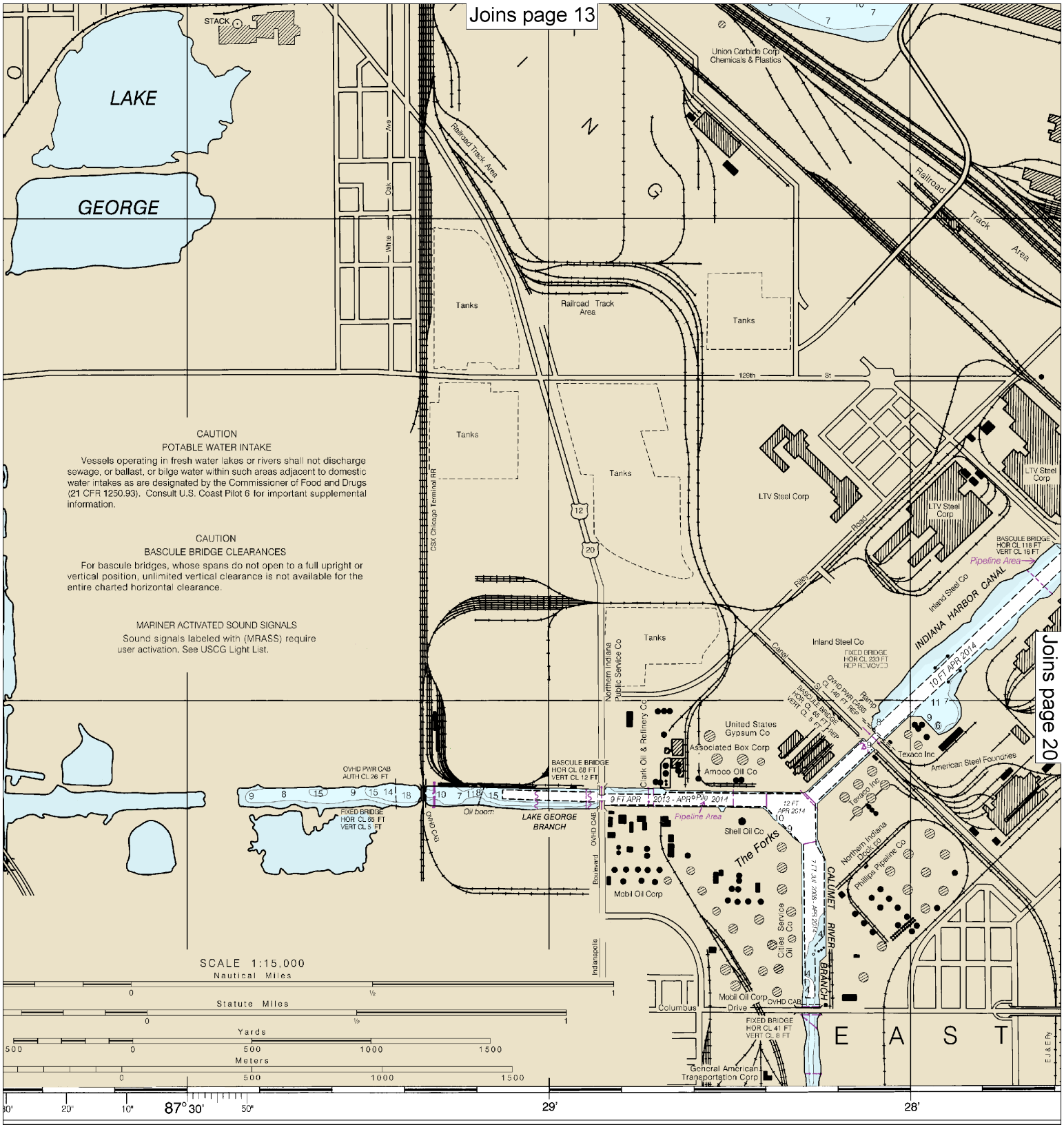
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



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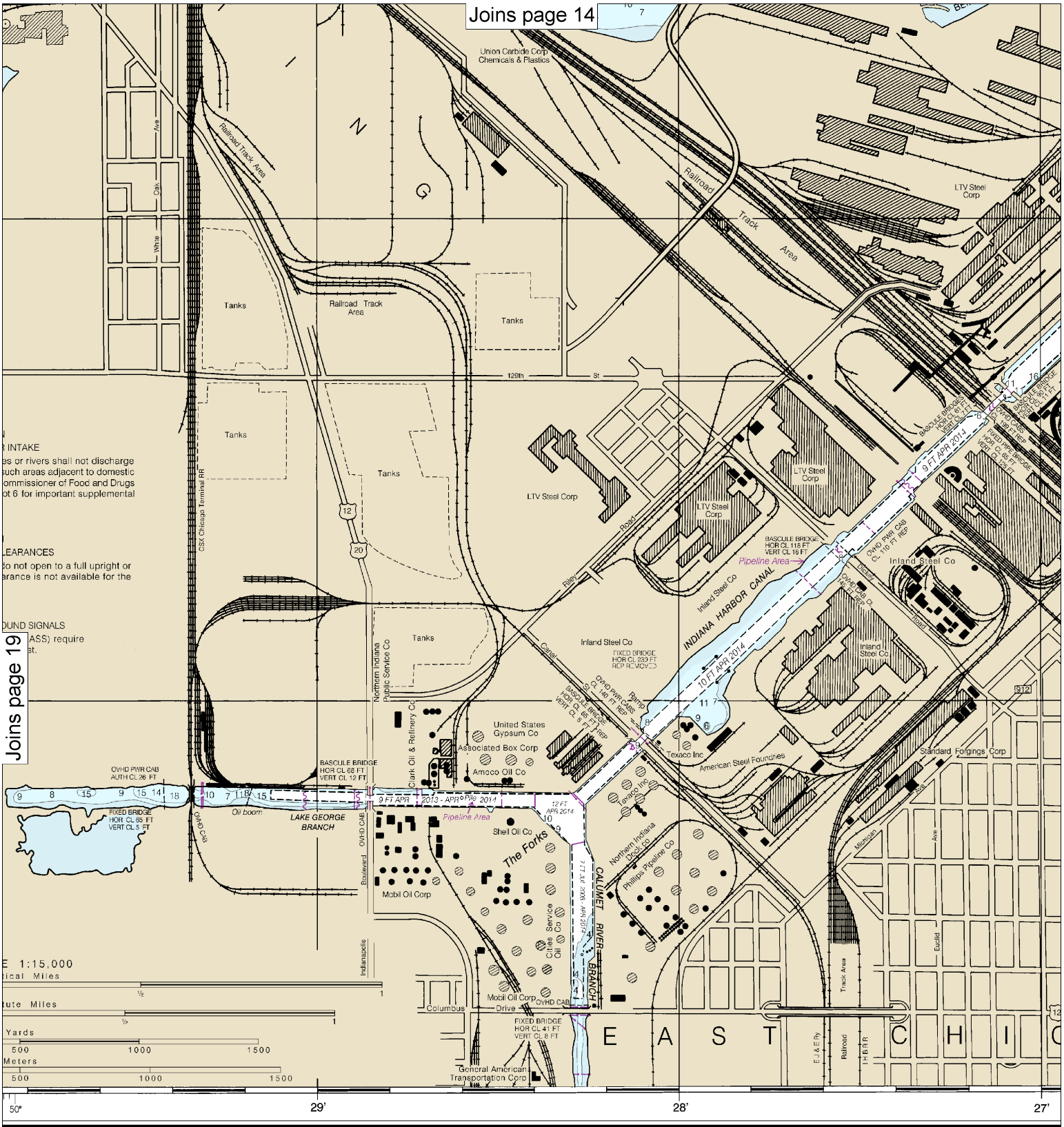


Note: Chart grid lines are aligned with true north.

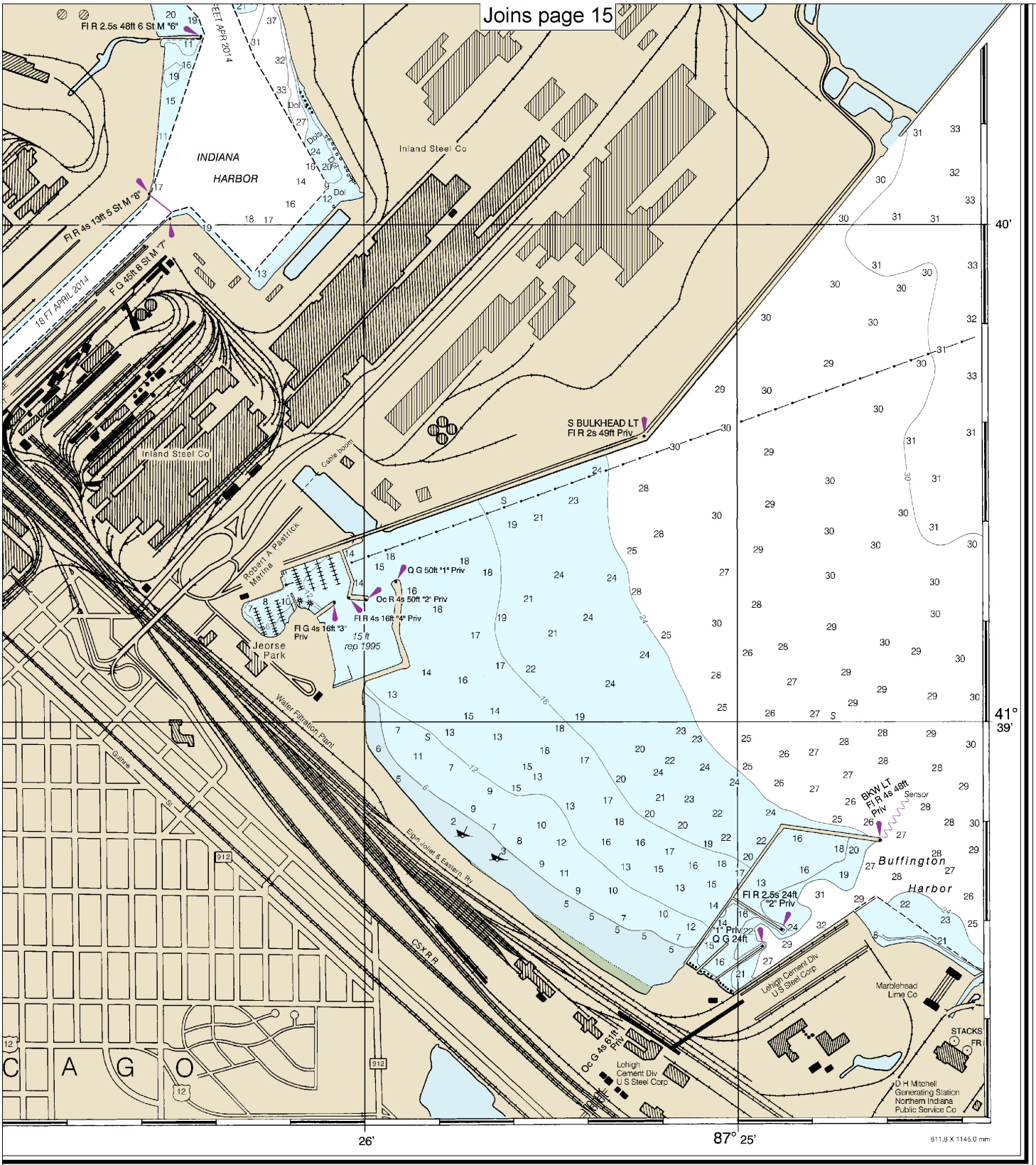
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles 0 1

Yards 500 0 500 1000 1500

See Note on page 5.

Joins page 15



Calumet and Indiana Harbors

SOUNDINGS IN FEET - SCALE 1:15,000

14929

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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